South Central Railway are maintaining a satisfactory level of punctuality percentage.

However, the performance of 7047/7048 Gautami Express has not been very satisfactory during the recent past due to various reasons such as accidents, bad weather, engineering restrictions, equipment failures etc.

(c) Intensive chasing and daily monitoring at different levels, holding of daily punctuality meeting both at Divisional and Headquarters' level and foot-Plating by senior officers of different Departments.

Accident of Godavari Express Train

555. SHRI YERRA NARAYANASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Godavari Express in South Central Railway was involved in a serious accident in February, 1995;

(b) if so, the details thereof; and

(c) the cause of the accident?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) On 8.2.95, at about 0140 hrs., while 7008 Hyderabad-Visakhapatnam Godavari Express was passing through Bhimadole station on Vijayawada-Eluru-Rajahmundry section on Vijayawara Division, 8 coaches of the train derailed. As a result of this accident, 10 passengers sustained injuries, including 2 grievous

(c) The Commissioner of Railway Safety, South Central Circle has already held statutory inquiry and his report indicating the cause of the accident, is awaited.

Track renewal in South Central Railway

536. SHRI YERRA NARAYANASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that South Central Railway has embarked on a programme of track renewal;

(b) whether it is also a fact that the targets for track renewal are not being achieved; and

(c) if so, the status of targets and achievements on this matter in S.C. Railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Targets for track renewals are fixed annually for all Railways prioritising stretches on safety/condition basis. Every Railway follows the programme set for it every year. The programme of Track Renewals on South Central Railway also follows the same procedure.

(b) No, Sir.

In fact the Railway has been exceeding the targets set for it every year.

(c) In 1993-94 S.C. Railway achieved a progress of 400 km. (CTR) Units) against a target of 350 km for track renewals and currently, up to January, 95, the Railway has already carried out 306 kms. of tracks renewals against a proportionate target of 301 kms. It is expected that for the year 1994-95 the S.C. Railway would achieve better progress than the annual target of 340 kms.

Derailment of Udyan Express Train

537. SHRI V NARAYANASAMY:
SHRI G. Y. KRISHNAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a ghastly train accident on 31st December, 1994 when Bangalore bound Udyan Express from Bombay derailed near Bangalore;

(b) if so, the cause of accidet and whether any enquiry has been made in this regard;

(c) how many people lost their lives and how many injured;

(d) the compensation amount paid by Government to the kith and kin of the dead; and

(e) the steps taken to prevent recurrence of such accidents in future?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHAREEF): (a) On 31-12-94, 6529 Dn. Bombay VT. Bangalore City Udyan Express derailed between Yelahanka and Chennasandra stations on the Dharmavaram-Bangalore City section of Bangalore Division of Southern Railway.

(b) The final report of the Commissioner of Railway Safety, Southern Circle, who investigated the cause of the accident, is awaited.

(c) In this accident, 8 persons lost their lives and 21 persons were grievously injured. 27 persons also suffered trivial injuries.

(d) Payment of compensation to the dependents of killed and injured will be arranged on receipt of judgement and decree of Railway Claims Tribunal, Bangalore. However, an ex-gratia amount of Rs. 1,00,250/- has already been paid to the families of killed and to the injured passengers.

(e) The following safety measures have been taken to arrest accidents:—

(i) Nearly 17,000 drivers with less than 10 years active driving service have been specially screened and deficient drivers given out-of-course crash training.

(ii) 40,000 station staff have also been subjected to an out-of course scheening and deficient staff were imparted non-scheduled safety training.

(iii) Instant Action Groups have been launched on certain nominated trains to chck entry of unauthorised passengers in reserved coaches or persons carrying inflammable/explosive material.

(iv) Regular counselling of staff is done to prevent accidents.

(v) Stringent action, to the extent of 'dismissal' or 'removal' from service, is being imposed on staff causing serious train accidents.

(vi) The elimination of collisions has been made as one of the mission areas for the General Managers of the Railways.

(vii) Nearly 60,000 of staff attended Safety Camps and refresher training courses during the last one year.

(viii) Overdue track renewals on all important routes are being liquidated.

(ix) 500 unmannend level crossings are being manned at a cost of Rs. 25 crores.

(x) The track circuiting works on Rajdhani and Shatabdi routes have been speeded up.

(xi) Carriage and wagon examination of rolling stock has been strengthened and rationalised.

Upgradation of suburban railway services

538. SHRI K. M. KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to upgrade the suburban railway sys-